GOVERNMENT OF INDIA
SHIPPING, ROAD TRANSPORT AND HIGHWAYS
LOK SABHA

STARRED QUESTION NO:93
ANSWERED ON:21.11.2007
CONTAINER HANDLING BY PORTS
Tripathy Shri Braja Kishore

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Indian Ports, particularly the Eastern Coastal Ports are failing to match the global shipping trend in containerization;

(b) if so, the details thereof and the reasons therefor;

(c) the details of the growth of container handling in various ports in the last three years, year-wise;

(d) whether a high powered committee has been set up to look into the issue of containerization in India;

(e) if so, the details thereof alongwith the recommendations made by the said committee; and

(f) the action taken by the Government on the recommendations?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU)

(a) & (f): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF LOK SABHA STARRED QUESTION NO. 93 TO BE ANSWERED ON 21ST NOVEMBER, 2007 RAISED BY SHRI BRAJA KISHORE TRIPATHY REGARDING CONTAINER HANDLING BY PORTS

(a) & (b): Some Major Ports of Eastern Coast have yet to attain their potential level of container handling capacity. Dedicated capacities for handling containerized cargo is available in eight (8) Major Ports in India, namely, Kolkata Port (both at Kolkata Dock Systems & Haldia Dock Complex), Visakhapatnam, Chennai, Tuticorin Port in the east and Cochin, Mumbai, Jawaharlal Nehru and Kandla Ports in the west. There are 29 container berths in the Major Ports out of which 12 are in the Eastern Coast. The total capacity of container terminals stands at 88.08 MTPA of which the capacity at Eastern Coast is 30.70 MTPA. In Kolkata Port, these certain limitations are due to inadequate draft, tidal behaviour of the river, lock size restrictions, inadequate backend integration for rail dispersal of cargo, modern berth and modern container handling facilities.

Augmentation of capacity for handling container traffic is an on going process keeping in view the demand of Maritime Trade. It is the endeavour of the Government to develop the necessary infrastructure in ports for handling the container traffic as part of the overall development of ports keeping in view the demands of Maritime Trade. It is planned to augment the capacity for handling container traffic in the major ports to a level of 223.54 MTPA per annum by March, 2012, i.e., end of 11th five-year Plan period.

(c): The details regarding growth of the container handling in various ports in last three years are .

CONTAINER TRAFFIC: 2004-05 TO 2006-07

(Figures in 000s)

PORTS	2004-05	2005-06	2006-07
KOLKATA	2357 (159)	3234 (203)	4003 (239)
HALDIA	2029 (1280)	1911 (110)	1918 (110)
PARADIP	31 (2)	45 (4)	31 (2)
VISAKHAPATNAM	635 (45)	630 (47)	799 (56)
CHENNAI	9864 (617)	11757 (735)	14166 (886)
TUTICORIN	3205 (307)	3428 (321)	4011 (377)
COCHIN	2315 (185)	2488 (203)	2949 (227)
NEW MANGALORE	136 (9)	149 (10)	265 (17)
MORMUGAO	117 (10)	105 (9)	127 (13)
MUMBAI	2571 (219)	2145 (156)	1580 (138)
J.N.P.T.	28747 (2371)	33777 (2667)	40810 (3298)
KANDLA	2754 (181)	2311 (148)	2778 (178)

TOTAL: 54761 (4233) 61980 (4613) 73437 (5541)

NOTE : Figures in brackets are TEUs and rest are tonnage.

(d) to (f): Ministry of Shipping has not set up any high powered Committee to look in to the issue of containerisation in India.